HONDA ServiceNews February 2003

DTC P1164 Not Listed in Program ID Description

If you're updating a '02 CR-V ECM/PCM with the Honda Interface Module (HIM) to fix a DTC P1164 [air/fuel ratio sensor (sensor 1) range/performance problem], you may be a little confused when you click Auto Sel on the display screen. You won't see DTC P1164 listed anywhere in the program ID description that appears. But trust us, it's the right program for fixing this DTC. It's the function of Auto Sel to select the latest program ID that includes all of the previous software updates. If you've got other questions about the HIM or program IDs, call Special Tools at **800-346-6327**.

Outside Temperature Indicator Logic: '03 Accord

On '03 Accord EXs with leather and '03 Accord EX V6s, the outside temperature indicator keeps bogus readings to a minimum by delaying the refreshing of the display until you're driving the vehicle faster than **19 mph,** and by limiting the display change rate. Here's how the logic works:

When you turn the ignition switch to ON (II):

- If the engine coolant temperature is **less than 60°C (140°F)**, the display shows the current outside air temperature.
- If the engine coolant temperature is **greater than 60°C (140°F)**, the display shows the temperature that was stored in memory when you turned the switch to LOCK (0).

The display doesn't refresh from this reading until you drive the vehicle faster than **19 mph** for at least **90 seconds**. Once this criteria is met:

- If the measured outside air temperature is greater than the displayed temperature, the displayed temperature rises **1°C per minute (about 1.8°F)** until the two temperatures match.
- If the measured outside air temperature is less than the displayed temperature, the displayed temperature drops to match the measured outside air temperature after about **20 seconds**.

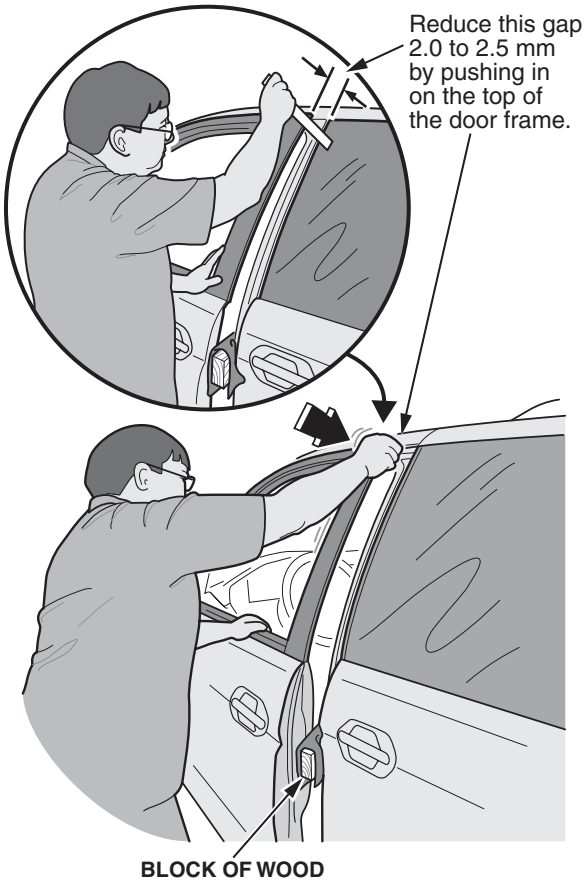
If you need to calibrate the outside temperature indicator, look in ISIS under "Outside Air Temperature Indicator Test," or refer to page 22-240 of the 2003 Accord S/M.

Front Door Howls in Strong Crosswind: '99–03 Odyssey

If you're getting complaints from '99–03 Odyssey owners of a howl from the top rear corner of the driver's or front passenger's door when driving at high speeds in a strong crosswind, the problem may be there's not enough door subseal pressure on the body.

Here's a simple procedure to beef up the subseal pressure without affecting the door adjustment or closing force requirement:

1. Lower the window glass all the way down.
2. Wedge a block of wood between the door latch area and the body.



3. Measure the gap between the top of the door and the body.
4. Carefully bend the top of the doorframe inward **2.0 to 2.5 mm**.

Erratic Gauges or Odd Odometer Display? Reset the Gauge Control Module

If owners of '03 Accords, '01–03 Civics, or '02–03 CR-Vs are complaining that the gauge needles are bouncing around or the odometer display is blank or displays nonsense, try resetting the gauge control module. Here's how:

1. Make sure you have the anti-theft code for the radio and the navigation system (if equipped), then write down your customer's radio station presets.
2. Disconnect the battery cables, starting with the negative cable.
3. Touch the battery cable ends together for about **1 minute**.
4. Reconnect the battery cables, starting with the positive cable.
5. Start the engine, and watch the gauge assembly.
   - If the gauges or odometer still don't work right, shut off the engine, and do the self-diagnostic procedure in the Body Electrical section of the appropriate S/M. Then go to step 6.
   - If the gauges and odometer work OK, shut off the engine, and go to step 6.
6. Do the idle learn procedure:
   - Make sure all electrical items (A/C, audio unit, defogger, lights, etc.) are turned off, then start the engine.
   - Let the engine reach its normal operating temperature (the cooling fans cycle twice).
   - Let the engine idle (throttle fully closed and with all electrical items off) for **10 minutes**. Shut off the engine.
7. Initialize the driver's window auto-up feature (if applicable):
   - Turn the ignition switch to ON (II).
   - Make sure the driver's window is fully closed.
   - Push down and hold the window switch. Make sure the window goes all the way down.
   - Pull back and hold the window switch. Make sure the window goes all the way up, then hold the switch for at least **2 more seconds**.
8. Enter the anti-theft code for the radio and the navigation system (if equipped). Enter your customer's radio station presets. Set the clock.

SRS Indicator On With No SRS DTC(s) Set

NOTE: This article applies to '96–03 Accords, '96–03 Civics, '00–03 Insights, '96–03 Odysseys, '03 Pilots, '96–01 Preludes, and '00–03 S2000s.

If the SRS indicator comes on periodically, and you can't find any SRS DTC(s) that are set, check the alternator charge voltage the instant the indicator comes on. A bad voltage regulator can let the system voltage exceed the allowable voltage threshold of the SRS control unit.

To check for a bad voltage regulator, hook up a voltmeter to the battery or connect the PGM Tester to the 16P data link connector. Test-drive the vehicle at high rpm with various electrical loads turned on and off. Watch the voltmeter or, if you're using the PGM Tester, monitor BATTERY on the display. If the charge voltage is around **16 volts**, replace the alternator.

Door Glass Weatherstrip Damage From Tinting

Are owners of '03 Accords complaining of window noise and binding after having their windows tinted? The cause could be door glass weatherstrip damage by the window tinting guys.

To save time, window tinting shops often leave the door trim panels on. But with the trim panels in place, there's just not enough room to apply the tint far enough down the glass to hide the end point of the film. To get around this problem, the tinting guys fold the door glass weatherstrip wipers under so the wipers are pointing straight down instead of straight up. This lets them apply the film where they want it, but it permanently deforms the wipers, causing the windows to make noise and bind when you raise or lower them.

So what's the bottom line? Tell the window tinting guys they've got to remove the door trim panels, and they should *never* fold the door glass weatherstrip wipers under.

Order Remanufactured A/Ts On-line

Did you know you can now order reman A/Ts on-line? The folks at the Automatic Transmission Remanufacturing (ATR) Order Desk have an on-line ordering system in place that lets you do just that. Here's how to use it:

1. Log into the Interactive Network (*i*N).
2. Print yourself an Automatic Transmission Worksheet:
   - From the main screen, click on Service.
   - Click on Service Publications (ISIS).
   - Click on Search By Publication.
   - Click on Job Aids.
   - Click on Automatic Transmission Worksheet, and print out a copy.
3. Diagnose the problem. Fill in the worksheet, answering all of the questions.
   - If A/T repair is for a vehicle service contract (VSC) or a certified used car (CUC), call **800-999-5901** for instructions.
   - If the repair is under warranty, go to step 4.
4. Look for any related diagnostic or repair info that could help you fix the A/T without replacing it. *Remember: Not all A/Ts need to be replaced.*
   - From the main screen, click on Service.
   - Click on Warranty A/T Order.
   - Enter the year and model of the vehicle you're working on, then click on Search. You'll see a list of all applicable service pubs (*ServiceNews* articles, S/Bs, S/M sections, or ETM sections). Check through the list to find the pub(s) to help you.
5. If you can't find anything to fix the A/T, or you find that the A/T has an internal problem, you need to order a reman A/T. To place your order, do this:
   - From the main screen, click on Service.
   - Click on Warranty A/T Order.
   - From the top of the display screen, click on Automatic Transmission Order. You'll see the Warranty Automatic Transmission Order form.
   - Use your worksheet to help you answer the questions on the form. Make sure you answer all questions marked with an asterisk; they're required fields. When you're done, click on Submit.

When the ATR Order Desk gets your order, they'll send you an acknowledgment message (it's a copy of the Warranty Automatic Transmission Order form with the VIN in the reference field and Rec'vd by AHM in the transaction field. To view and print the form, do this:

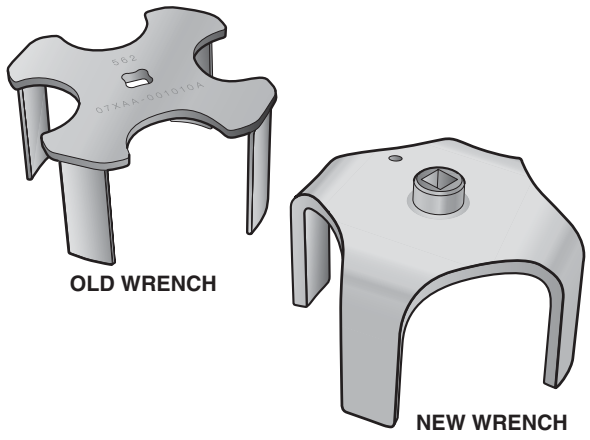
- From the main screen, click on Information Exchange.
- Click on Transaction Status.
- Click on Filter By: Service at the top of the screen.
- Under the Reference # column, scroll down to the appropriate VIN, then click on it. You'll see the form. To get a printout, just click on the print icon. You can view or print out the form for up to **30 days** after you've placed your order.

Make sure you print a copy of the form and put it in the core return envelope when you send back the core. If you need to cancel or change your order, call the ATR Order Desk at **888-997-7278**. And have a copy of the form handy when you call.

Want more info on reman A/T ordering and core return? Refer to S/B 98-061, *Automatic Transmission In-Warranty Exchange Program* on ISIS.

New Fuel Gauge Sending Unit Wrench Available

There's a new fuel gauge sending unit wrench available in Honda parts stock. The new wrench (T/N 07AAA-S0XA100) is a beefier version of the old one (T/N 07XAA-001010A) and supersedes it. The new wrench is much less prone to bending when you're removing a stubborn fuel pump/sender assembly locknut. Order it through normal parts ordering channels.



S/M Fix: Fuel Gauge Sending Unit Test, ’03 Pilot

You need to fix the the Fuel Gauge Sending Unit Test on pages 11-136 and 11-137 of the 2003 Pilot S/M. Here are the details:

- Delete step 2. Renumber steps 3 thru 6 so they’re steps 2 thru 5.
- Renumber step 7 so it’s step 6. Change the text in the first bullet to read “If the voltage is as specified, go to step 7.” Change the text in the second dash under the second bullet to read “poor ground (G502).”
- Renumber steps 8 and 9 so they’re steps 7 and 8.
- Renumber step 10 so it’s step 9. Change the text in the second bullet to read “If the pointer indicates “F,” inspect the fuel gauge sending unit, then go to step 10.”
- Renumber steps 11 thru 14 so they’re steps 10 thru 13.
- Renumber step 15 so it’s step 14. Change the table entry under Float Position from 1/12 to 1/2.

Tips From Training

Rick Donia, Training Center Coordinator at French Camp, CA, passed along these tips to help you get the most out of attending a Honda training center:

- Make sure you have an individual user ID and password for the Interactive Network (*i*N).
- Discuss your training needs with your service manager, DPSM, or training center.
- Complete the PROformance modules in your area of concentration.
- Complete the “cognitive” modules in your area of concentration. (For emissions, complete the EMC modules, for Supplemental Restraints, complete the RSC modules, etc.)
- Get to the center early, and be prepared to learn. Ask for homework.

Your training center staff is committed to making your training center experience both educational and applicable. Don’t be afraid to ask questions!

Maintenance Required Indicator Doesn’t Reset

NOTE: This article applies to ’01–03 Civics, ’02–03 Civic Sis, ’03 Civic Hybrids, ’02–03 CR-Vs, and ’03 Elements.

Are customers complaining that they can’t reset the maintenance required indicator (MAINT REQ’D) on the instrument panel? Find out if the headlights, parking lights, or both were turned on when they tried to reset it. The maintenance required indicator can’t be reset if any of these lights are on. In fact, some aftermarket daytime running light devices designed to turn on the headlights, parking lights, or both as soon as you turn the ignition switch to ON (II), must be disabled before the indicator can be reset.

Install Wheel Bearings Correctly to Prevent DTCs

When you replace a wheel bearing in a ’03 Accord, ’02–03 CR-V, or ’03 Element, make sure you install it correctly. If you don’t, these ABS DTCs can set:

- ABS DTC 12, 14, 16, 18 [wheel sensor (electrical noise/intermittent interruption)]
- ABS DTC 21, 22, 23, 24 (magnetic encoder)

The brown dust shield for the wheel bearing also doubles as a magnetic encoder for the ABS. Before you install the wheel bearing, make sure the encoder is clean and free of metallic particles, then install it so the encoder is toward the inside of the knuckle. Install the encoder carefully so you don’t damage its surface.

Revise Audio Sys Anti-Theft Codes With Navi Article

In the December ’02 issue of *ServiceNews*, we told you how to punch in the radio anti-theft code on ’03 Accords with the voice-activated navigation system (see the article “Entering Audio System Anti-Theft Codes With Navi”). *ServiceNews* flash! The radio anti-theft code is really a *four*-digit code, not a *five*-digit code as stated in the article. Make sure you correct any printed copies of that issue to reflect this change.

AUTOMOTIVE Youth Educational Systems YES ®

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ASN 24959 (0302)

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